

I rise today in strong support of H. Con. Res. 222 which honors the 90th anniversary of NASA Langley Research Center.

House Concurrent Resolution 222 was introduced by the late Representative Jo Ann Davis. Her four terms in Congress were characterized by hard work and dedication, and I am sorry that she can't be here today to take part in these proceedings.

NASA Langley is a special place. Institutions come and go in our society. You have got to be impressed with an enterprise that has delivered so reliably over the past nine decades. Located not very far from here in coastal Virginia, Langley Memorial Aeronautical Laboratory was the Nation's first government aeronautics laboratory.

If I were to list all of Langley's diverse accomplishments, we would be here until midnight. Langley research teams earned many Collier Trophies over the years, an award bestowed each year for the top contribution to American aviation. Their wind tunnel expertise brought benefits to American aviation era after era. Their first Collier Trophy was one for engine cowling research, which brought immediate large benefit to the aviation industry, resulting in greater speed of travel and enormous cost savings. Later, Langley built the world's first full-scale tunnel. The Harrier Vertical Takeoff and Landfighter; the F-16; American's supersonic transport, SST; the space shuttle; and the lunar landing test vehicle have all been evaluated in this facility, which is still in use.

The science of aviation developed rapidly, with Langley often leading the charge. No ivory tower, Langley has been so effective because of its continual interactions with the aviation community. Our military aircraft, which have turned the tide again and again, did so with capabilities developed at Langley. Their aeronautics test and analysis capabilities brought American aviation and aerospace to world preeminence and maintained that standing.

This is a great success story. Today, the aeronautics and aviation-related industries are responsible for 11 million U.S. jobs and are America's largest source of exports. Americans rely upon the aviation industry's safe and reliable transport of people and products. In our country, aviation and aerospace account for 5.4 percent of the Nation's gross domestic product. Add in aviation-related industries, and it is 9 percent. Investments in core technologies such as aeronautics pay off.

Langley is also responsible for basic aeronautics research in support of the Next Generation Air and Traffic Control System, NextGen, which we are so anxious to have put into effect. Langley leads initiatives in aviation safety and in quiet aircraft technologies.

The aerospace industry has changed rapidly, with Langley often leading the way. Langley staff work closely with

Bell Aircraft Corporation and the Air Force in the design of the X-1, the first aircraft to break the sound barrier. Langley has been an important part of each U.S. space program, from Project Mercury through the space shuttle and the space station programs. It was a small group from Langley that determined the lunar orbit rendezvous strategy for sending Apollo to the Moon. Today, as one of NASA's 10 field centers, Langley NASA is an important part of the vision for space exploration.

Langley is helping to develop a replacement for the space shuttle, evaluating conceptual designs and wind tunnels at speeds in excess of 5,000 miles an hour. Langley has partnered with researchers around the world to study Earth from space. The clouds in the Earth's radiant energy system, or CERES, breaks ground in data accuracy. And NASA researchers at Langley are busy studying atmospheres on other planets in support of future exploration activities.

So, Mr. Speaker, with this resolution Congress congratulates and commends the men and women of NASA Langley Research Center for their accomplishments and role in inspiring American people. I urge my colleagues to support this resolution.

I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I want to thank the gentleman, Mr. LAMPSON, from Texas. I yield the first 4 minutes of our time to the gentlelady from Virginia, Mrs. THELMA DRAKE.

Mrs. DRAKE. Mr. Speaker, I rise today in strong support of House Concurrent Resolution 222, commending NASA Langley Research Center in Hampton, Virginia, on the celebration of their 90th anniversary, and out of respect to my friend and our colleague, Jo Ann Davis, who so ably represented NASA Langley and who introduced this, her last resolution, just 4 days before she passed away.

Established in 1917 by the National Advisory Committee for Aeronautics, NASA Langley Research Center is the oldest of NASA's 10 major field centers and the Nation's first civilian aeronautical research facility.

Research there began with 15 employees. Today, NASA Langley boasts a workforce of over 3,600. And from the very beginning, NASA Langley has been on the cutting edge of research into all aspects of aeronautics, from fixed wing to rotor craft, from propeller engines to jet engines. In fact, whether subsonic, supersonic, or hypersonic, NASA Langley Research Center has always been on the forefront of mankind's consistent refusal to keep both feet on the ground.

NASA Langley is uniquely suited to realize the current administration's bold new vision for space exploration. In 1958, as Project Mercury was commencing, NASA Langley served as the main office for the first U.S. manned space program. In the early 1960s, NASA Langley served as a training center for rendezvous and docking in

space, which became known as Project Gemini. And later that decade, as Project Apollo was preparing to land the first man on the Moon, NASA Langley's facility served as the astronaut training ground for lunar orbit and landing.

Under Director Lesa Roe's dedicated leadership, NASA Langley will continue to play a critical role as we prepare to return to the Moon and look beyond to Mars.

NASA Langley is performing an integral part of Project Constellation. They have been given the responsibility to manage the Launch Abort System for the new follow-on for the space shuttle, the Crew Exploration Vehicle, or CEV. In addition, they are greatly assisting in the design and wind tunnel testing of the CEV and Crew Launch Vehicle.

Mr. Speaker, 2 weeks ago we commemorated the 40th anniversary of the launch of Sputnik and the beginning of the space race. It is fitting that today we commemorate NASA Langley Research Center, which has and will continue to play such an integral role in our Nation's constant pursuit of the next frontier. I urge my colleagues to support H. Con. Resolution 222.

Mr. LAMPSON. Mr. Speaker, I reserve the balance of my time.

Mr. FEENEY. Mr. Speaker, I thank the gentleman from Texas, and I would like to rise in support of H. Con. Resolution 222, commending NASA on the occasion of the 90th anniversary of the founding of the Langley Research Center, located in Hampton, Virginia.

This legislation was introduced by our friend and colleague, Representative Jo Ann Davis, just a week before she succumbed to cancer; and it is with mixed emotion that I stand here today to talk about this resolution.

Mrs. Davis was proud to represent the engineers and technicians at NASA Langley Research Center who have made the United States aeronautics research and testing the envy of the world for 90 years.

First established as the Langley Memorial Aeronautical Laboratory in 1917, it was the Nation's first civil aeronautics research laboratory under the charter of the National Advisory Committee for Aeronautics, the precursor to modern-day NASA. It was created at a time when the United States was clearly lagging behind its European counterparts in the development of aircraft capable of controlled powered flight.

Our country's leaders well understood that the future economic and military well-being our country demanded development of advanced aeronautics capability, and Langley's founding was motivated in part by the evolution of aircraft used in the first World War and by our desire to match and exceed these capabilities.

The center is named after one of America's earliest aeronautical pioneers, Samuel Pierpont Langley, who began his research into aeronautical